

The

National

Falcon

News

The Monthly Magazine of The Falcon Club of America
March 2014

Richard Horsch
Lowell, Michigan
1963½ Falcon Convertible

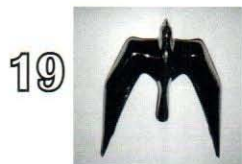


March 2014

COVER: RICHARD HORSCH 1963½ FALCON CONVERTIBLE

Retired and needing a hobby, Richard Horsch (FCA #13957) found this Glacier Blue Falcon convertible in an auction on eBay. After his tedious hard work, he was rewarded by receiving the Best of Class on its first outing to the 50th Anniversary Falcon Convention in Dearborn, Michigan. Read more of his story in this issue on page 12.

Do you think your Falcon should be on the cover? Send a high resolution digital photo (300 dpi at 8 x 10 inches) to the Editor. Send multiple photos and stories on a CD or DVD.



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THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for The National Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Please mark "FCA" on outside of envelope. E-mail address: fca.editor@yahoo.com. No phone calls or faxes for Falcon Club business, please.

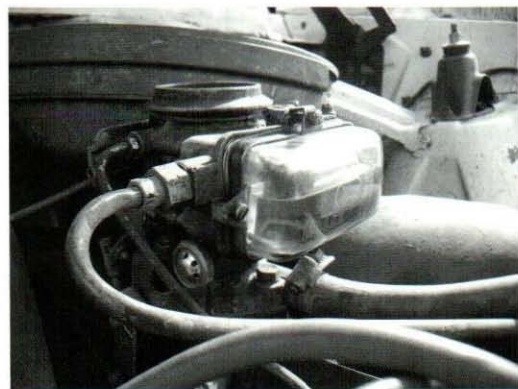
Louisville Conversations is an occasional feature with interviews conducted by Scot Thayer at the 2012 National Meet in Louisville, Kentucky.

A PAIR OF DIAMONDS... Merl Hayn And His 1960 Falcon

Most of us are aware of how some people appear humorously similar to their pets. My first impression of Merl Hayn was that he appeared humorously similar to the car he showed at the Louisville Nationals. Both were a bit rough around the edges. After talking to Merl and studying his car further, the similarities became quite clear—Merl and his car were definitely award winning Diamonds in the Rough. While he might have been simply a change of clothes away from cleaning up pretty well, his car is best left alone.

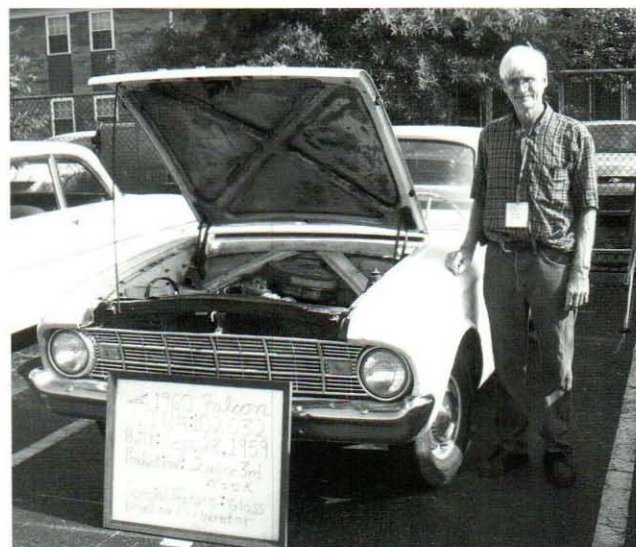
Merl and wife Susan reside in Argos, Indiana, where they operate a grain farm of approximately 3000 acres. They are proud parents to two sons and a daughter. Merl is a long time FCA member, as well as a member of the Hoosier Chapter. He gives Michigan FCA member Ken Kowalk credit for being very instrumental in helping with his Falcon hobby.

Merl's enjoyment of the Falcon began as it did for many a Falcon fan—in high school. Friends of his had Falcons and he took a liking to them. Over the years Merl has accumulated an impressive collection of at least nine Falcons, including this story's feature car. His fleet includes six 1965 Sprint convertibles that range from concours to driver quality. One of those Sprints, equipped with a 289 and four speed, was driven on a coast-to-coast road trip by the Hayns. Merl also



owns two of the Torino bodied 1970½ Falcons, both restorable 26J cars and equipped with a 429 and four speed transmission.

Merl's feature car, a 1960 two door sedan, is known for its original condition and historical significance. The serial number OK11S102032 signifies it as a 1960 model, Kansas City Assembly Plant, two door passenger car, standard compression 144 cubic inch engine, and assembly sequence number that Merl places as built in the second or third week of production, September 28, 1959.



—Continued on page 14

FALCON WITH AN

In nature the Falcon is a speedy little bird of prey with an attitude. When Ford first used the name on its compact car, it had neither speed nor attitude. Although the name of the car didn't quite match nature's magnificent bird of prey, it was a great mode of transportation, being reliable but with no attitude —translation: slow.

By 1963 the Falcon started to live up to its name in appearance and attitude with the introduction of the Sprint hardtop and convertible which offered the 260 cubic inch V8 and four speed transmission. In 1965 it offered even more attitude with the introduction of the 289 cu. in. V8 and C4 automatic transmission or four speed gearbox.

Our 1964 Falcon Futura convertible started life with a 170 cu. in. six cylinder and two speed automatic transmission. We purchased it from the original owner who received it as a high school graduation gift from her father. Nice dad!



Wayne Rollins
1964 Futura Convertible

This car remained with the original owner through college, marriage and kids until it was just a stepchild with no garage to live in. Due to my kind nature, I rescued this "stepchild" and gave it a place of honor but at a price of approximately twice what it originally

cost. Actually it was for Judy, my wife, who also graduated from high school in 1964. This yellow Falcon had the original interior, engine and transmission, possibly rebuilt.

—Continued on page 9

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Classified Advertising

HOW TO ADVERTISE IN THE NATIONAL FALCON NEWS

Email your classified ads to: fca.editor@yahoo.com

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great time saver and much appreciated. Please use dollar signs! (\$).

Make your ad look like this:

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

Not like this:

* 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,excellent glass and trim. \$ 2000.00 o .b .o . Call Joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastern Pennsylvania

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10 each. Ads with photo are \$20 and will run for two months. Please keep the text close to 50 words. Ads over 50 words may be edited for length. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested. All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10 each. Ads must follow the same guidelines as member ads. Photo ads are an additional \$20. Payment must accompany the ad, with check payable to the Falcon Club of America.

All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS! If you have Internet access, please email ads to fca.editor@yahoo.com. If you send your ad by snail mail and include an email address, the ad will run but the email address will not. Please email your ad to insure that the email address is included with your ad. Photos may be emailed and payment mailed to the address above. Ads must be received by the 20th of the month two months before publication. (July 20 for September issue) The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

NOTE NEW DEADLINES!

Classified Ad deadlines are now the 20th of the month two months preceding publication (Feb. 20 for April issue). Please send your ads and photos by email if possible.

fca.editor@yahoo.com

FALCONS FOR SALE

1960 Falcon with an automatic transmission. It is currently not running but does come with a spare engine. It is a coupe, blue in color. All the glass is good and the body is good also. I would love to sell to someone who will appreciate my little car as much as I do. Renae Hagen, 406-431-5812 or bnhhd@yahoo.com. MT.

1962 Falcon four door sedan. 75,000 original miles. Editor's daily driver for 12 years. Red with white top, grey interior vinyl/cloth. New engine and transmission in 2012. 144 CID automatic. Interior seats nice, floor mats. Headliner needs replacing. Glass and body very good and straight. Trunk mats. A solid running and driving car, for daily use. In the last 12 years, it has been driven 35,000 miles. \$4500. Contact Wendy by email at fca.editor@yahoo.com. KS.



1963 Falcon Futura convertible. Six cylinder 144, four speed, new tires. Red interior, bucket seats. 75,000 miles; restored about 10 years ago. Asking \$12,000. Don Heider, 908-783-3949. NJ.

1964 Ford Falcon, 302 cu. in. engine, 300 HP, C-4 auto transmission, 8" rear end, 5 bolt axles. Rear shortened two inches, power steering, front disc brakes, Flowmaster exhaust. Built by Bill Scribner, Kent, WA. Owner, Don & Amy Tawes, 503-236-4684. OR.

1964 Falcon Sport Futura Convertible. Great driver, rebuilt 200 CID 6 C-4 automatic transmission, 8" Maverick rear axle, 3.25 to 1 ratio; about 2000 miles on the drive train. Top works fine, has repaired rocker and torque boxes, replacement front sheet metal, bumper, serviceable interior and needs paint. Excellent chrome, inside windshield trim, quarter window frames, wing window frames and outside top trim very good to excellent original condition. I have 98% of the parts to finish this car, that are included for \$5995. Correct Falcon bucket seats and console for \$6995. I have owned the car since 1988 but I have too many projects; needs to go to a good Falcon home. Detailed pictures upon request. Call or email Lenny Kellogg, lenkellogg@lpbroadband.net or 970-593-1964, visit us at www.kelloggsgarage.com, CO.

1964 Falcon Window Van (Econoline) Rolling chassis set up for small block Ford V8 engine and AOD transmission. Nine inch Ford rear end installed with new brake shoes, wheel cylinders, hoses, and steel lines. Colorado van with only a couple of small rust spots in front of rear wheel wells, some small dents as well. Underside sandblasted and clean. Floor repaired and covered with 5/8" plywood. Engine doghouse modified to cover the V8 motor. Will sell with interior package and outside chrome package included. Many spare parts available as well. Complete custom made aluminum radiator cooling module available for this van as well. Asking \$2500 OBO. Lloyd Marshment, 519-542-3684 or grhead@hotmail.com. Ontario, Canada.

1966 Ranchero, white, mild custom. White two tone paint, Gunmetal Grey and White. Custom interior Gray

Tweed with black trim. Engine is a 351/4V, modified. Rhino bed liner. Wheels upgraded. Undercarriage solid and restored, engine restored, minor dirt and grime, engine compartment, restored and solid. No excessive leaks in drive line. Solid and restored. Classified as a #2 vehicle. Recent appraisal finds interior above average, exterior excellent, engine condition above average. \$25,000 OBO. Wilma Miles, 405-659-0211 or 405-478-1550. OKC.



1964 Ranchero. The car is a V8 factory four speed car and in very good condition with 15,000 miles on the rebuild. I'm asking \$11,500 for it. Richard Cash, 707-816-7673 or Richrdcash@yahoo.com. TN.



1964 Futura two door hardtop. This car was originally a six cylinder car. A 1965 Comet donated all the V8 drive train and suspension. Its 289 two barrel motor with power steering runs good, doesn't smoke or use oil. Included is the factory under dash AC unit and mounting brackets for the compressor. The motor has never been rebuilt and has about 85,000 miles on it. The transmission is a C-4. As far as we know it has never been rebuilt either. It shifts fine but when it sits for a month or two it will leak transmission fluid, but

once driven it stops. The interior is decent, pleated seat covers from J. C. Whitney, not correct Falcon seats but look nice. Interior is mostly white with black painted metal with new black dash pad painted metal bumpers. This car belongs to my father-in-law and he is parting with it for health reasons. It has only been driven about 1000 miles since it was done about four years ago. Not a professional shop build but a garage built car. It is about a 7 point car that is very presentable and really gets attention. \$9500. Contact Tim Sutherland, 316-655-0697 or tim@sutherland-buildersinc.com. KS.

1965 Ford Falcon Sedan Delivery, \$4000.
1965 Ford Falcon Futura HT, \$1200.
1965 Ford Falcon Futura HT, \$600.
1968 Ford Falcon 2 door sedan, \$500.
1965 Ford Falcon 2 door HT, \$700.
1960 Comet two door V8, \$800.
1976 Ford Ranchero GT, \$7500. Call or email Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019. 636-228-4501 or dbranson@mail.win.org.



1966 Falcon Futura. Gold with gold upholstered interior. Rust free. Six cylinder 200 engine, automatic transmission. Factory A/C. 126,000 original miles. Same owner for 40 years. Stored indoors for past 10 years. Perfect condition, drive anywhere. Asking \$9500 OBO. John, 954-467-8371, marlene@prosje.com. FL.

—Continued on page 10

President's Message: Cliff McKay

We are another month closer to the freedoms that spring brings. In my area of the country, we just get used to dealing with the challenges of late winter and early spring driving and it seems to go away, the sooner the better. We're already counting on spring's full thaw so we can all get out and do some top-down cruising again. Many FCA members are already trying to determine where and when the first car shows of 2014 will take place and how to get away to participate.

Some of the best things about early spring can be garage meets or chapter projects, both opportunities for FCA folks to get out and participate in some fun with those fantastic Ford cars and trucks we all love so much. Fellowship is good for us all and our club needs to continue to reach out to those who haven't heard of the FCA and all of the wonderful benefits of membership.

I would like to challenge each active FCA member to encourage someone to join our ranks in 2014. I think our National Club and local chapters can all benefit from some fresh ideas and new members this year, so my President's challenge is issued to all.

If you haven't already started prepping your ride for a run to this year's Regionals or National meet, you really should get busy. This year's National will take place in Kansas City. I recommend making a list of things to take along and maybe make a list of things to do or places to see along the way. I always make a wish list of things to pick up from our vendors



or Falcon friends in the swap area. Migrating in a "flock of Falcons" can be exciting too. Participation and the making of new friends is at least half the fun in our club events.

I again highly recommend early registration for the event and early reservations being made with the hotel. Both of these activities assist the sponsoring chapters with advance planning for event reservations and extra clout with the event hotel management.

Our FCA Club Store has plenty of those popular golf shirts that everyone liked so well. Any suggestions for specific items you might want to have available in the FCA club store at this year's Kansas City National, please tell us early so we can check it out.

As always, the FCA National Board encourages members to not only include young people in their local car shows, but also support their interests in getting into a Falcon or Ranchero of their own. Spread the word about our great club and the importance of it helping folks keep their Falcons up and running while having fun with others who love their Sprints, Futuras and Rancheros.

Take care. Hope you have a mild spring and have fun working safely on those short and long term projects.

And all you FCA folks who live in milder areas, go out for a cruise, take some photos, and send us your story so the rest of us can live vicariously.

—Cliff McKay (FCA #7987)
Peck, Kansas

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FALCON WITH AN *Attitude!*

—Continued from page 4

In 2004 after doing some minor repairs; on a leap of faith we made an 1100 mile round trip to Illinois to Judy's 40th class reunion. The car ran and drove wonderfully even on those 13 inch wheels with Maypop tires. We were really surprised that it rode as smoothly as my completely restored 1957 Ford Skyliner Retractable Hardtop.

Being a car guy and restoring original classics for so many years, I naturally had the desire to build a fun car such as a Restomod and what better candidate could you have than a Falcon? It's light-weight, more room than a Mustang, looks great and is easily adaptable to almost any modern Ford drivetrain.

After convincing the wife this was the way to go, all that was left was to "git'er done!" I can't do a car project without going all the way so this "git'er done" attitude took much longer than anticipated. We joined the Falcon Club of America plus our local Tennessee Valley Chapter and like most people in the car hobby, the Falcon folks are among the best. Our local chapter members have some very fine restored and modified cars. These guys, such as Dan Glasgow, are always willing to offer advice and help. After I had completely disassembled the car, he did the minor metal work and sandblasting. He also primed the underside with Por 15. When I got the body home, I spent many hours doing paint and body work. Once again I had a friend help with the color sanding and buffing.

Now came the game plan on how to build the car. I was fortunate to find a 1999 Ford Explorer 5.0 V8 with only 12,000 miles on it with its original EFI system. I was wanting to go that route but knew little about EFI conversions. This engine came with the GT40P heads which are very desirable, but lack avail-



—Continued on page 16

Classified Advertising

—Continued from page 7

FALCONS WANTED

WANTED: good 1963, 1964 or 1965 Falcon Sprint with factory four speed transmission. Hardtop or convertible. Bench or buckets. Call Dave, 905-648-2705 or dmolnar@sympatico.ca. Ancaster, ON.

Wanted: 1965 Sprint, manual transmission, 289, original car or correct restoration in terms of original color paint and interior. Distance no problem. Call Jerry, 336-765-8312 or email wwhitfield@triad.rr.com. NC.

1969–1970 Falcon coupe, driver quality or better, must have good paint and no rust. Mechanical challenges OK. Stock or lightly modified, V8 preferred. Willing to travel for the right car for my 1969 model wife. Knowledgeable buyer with nice garage. 717-538-0474 or dvandtl@yahoo.com. PA.



WANT TO TRADE: Interested in trading my 1978 Mustang II Ghia V8 for a 1960–65 Falcon Ranchero, two door sedan or hardtop with a six cylinder or V8 manual transmission. My car is listed on Craigslist Houston as "1978 Mustang II Ghia V8." Take a look and see the work completed on it and let me know what you have for trade. I had to sell my 1962 two door and I want another Falcon. I have \$5500 invested. Jim, 713-306-2843 or jims-classics@yahoo.com. TX.

PARTS FOR SALE

Excellent parts from original 1964 six cylinder Falcon convertible. Complete rear end with new brakes, wheel cylinders and carrier bearings, \$150. Five 13" four lug wheels and tires, \$80. Complete heater assembly with excellent control panel and cables, \$75. Shipping extra. Wayne Rollins, 865-856-3030 or wjr57@comcast.net. TN.

Ford-O-Matic two speed auto transmission for a straight six. Professionally rebuilt by United Transmission of Burlingame California. Barely 500 miles on rebuild. \$700 invested, but want to sell it, make offer. Can arrange delivery. Don Mangan, 650-787-4166 or hillbilly-don1723@yahoo.com. CA.

1963/1962 Falcon Futura bucket seats. Each pair of seats (2), \$225. Doug Nickerson, 760-728-1700 or dnicke@sbcglobal.net. CA.

1970 302 heads, cast #DOOE, dates 9L18 & 9J9, one pair \$100. 1995 351W heads, cast #E7TE, dates 5B15 & 5B17, one pair \$100. NOS rear brake drum, part # CODZ-1126-B \$80. NOS road draft tube, part #CODE-6758-A \$15. NOS taillight lens, part #CODF-13450-A, \$30 Keith Litteken, 314-351-1789 or kslitteken@aol.com. MO.

I have parts available from a 1967 Ford Falcon Sport Coupe that I dismantled. The body was not salvageable for restoration. If anyone is in need of any specific parts for a 1967 Falcon, contact me by phone at 716-735-7547 or GreedyMite@hotmail.com. If the part is available, I will give an overview of the condition along with a price. Shipping extra charge or parts can be picked up. Many parts are interchangeable with 1966, 1968, 1969 and early 1970 Ford Falcons. Ask for Bob. If no answer please leave a message and I

will return the call. Please call between 7:00 PM and 9:30 PM Eastern Time. Bob Karpenko, NY.

One rear bench seat from 1968-1969 Falcon. Light blue and dark blue vinyl and seat in excellent condition. Asking \$50 OBO plus shipping. Lloyd Marshment, 519-542-3684 or grhead@hotmail.com. Ontario, Canada.

1964 Falcon V8 front brakes complete for sale. New brake shoes (2 1/4" wide), new wheel cylinders, new hoses, new NOS brake drums. All above with approximately 250 miles on them. Also comes with original backing plates. Asking \$225 OBO plus shipping. Lloyd Marshment, 519-542-3684 or grhead@hotmail.com. Ontario, Canada.

NOS Parts: C20B-13450-B lens, \$30. C2DZ-4851-A U-joint flange assembly, \$100. C0DZ-13341-A turn signal switch plate, \$55. C4DZ-5630-C spring shackle kit, \$75. C4DZ-17A553-A wiper switch, \$60. C6DZ-18578-A heater switch, \$60. All plus shipping. John, 413-527-8502. MA.

Large 35 year collection of good used parts for 1960 through 1969. Hoods, \$75 to \$110. Doors, \$50 to \$75. Chrome moldings, \$5 to \$25. Many body and chassis parts, too numerous to mention. Also some parts for 1963 thru 1965 Comets and Fairlanes. Complete Fiberglass front clip for 1960-61 Falcons, new, \$650. For race cars. Held on with pins. Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019. 636-228-4501 or dbranson@mail.win.org.

One Ford eight inch differential. Three to one gear ratio, limited slip, twenty eight tooth axle gears. Rebuilt with new bearings and seal. \$300 + shipping. Ron Winkler, 775-356-7313. NV.

1964 Falcon parts: hardtop doors, fender, deck lid, new C4 Coan transmission, big block clutch fan, clutch disc, clutch forks, carburetors, shifters (some Hurst), Motorsport aluminum valve covers (high rise), new 4.88 gears (two sets), headlight bezels, Lemmans rods and pistons. Call Phil or Claudia 269-746-4385 or 269-369-5059. MI.

—Continued on page 18

WHERE'S MY AD?

Classified ads must be re-submitted monthly in order to run. Please do not ask for your ad to run multiple months, resubmit the ad in full monthly. Deadline for Classified Advertising is the 20th of the month two months before publication date (July 20 for September issue). Please email your ad if possible and use correct spelling, grammar and punctuation.



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APRIL 4-5, 2014

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For more info email Larry Blum at lwblumjr@juno.com

MAY 4-5, 2014

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Use registration form in this issue. fordfalcon.org

JULY 10-12, 2014

**35TH ANNUAL FCA CONVENTION
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AUGUST 7-9, 2014

**METRO DETROIT REGIONAL MEET
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AUGUST 22-23, 2014

**NE CHAPTER 17TH ANNUAL REGIONAL
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STURBRIDGE, MA**

For info email Cris Bowes at CBRicris@aol.com or check Chapter web site at northeastchapter.com.

SEPTEMBER 5-6, 2014

**FCA REGIONAL MEET
NIAGARA FALLS, NY**

Hosted by the Erie Canal Chapter FCA.
Holiday Inn, 114 Buffalo Ave, Niagara Falls, NY.
800-HOLIDAY. This is the same hotel as the last time. It is walking distance to the Falls, the Seneca Niagara Casino and many other attractions. The registration form is available at eriecanalfalcon.com along with our contact info, and will also be in the April and June issues of *The National Falcon News*. eriecanalfalcon.com.

OCTOBER 3-4, 2014

**CAROLINAS CHAPTER 11TH REGIONAL MEET
KANNAPOLIS, NC**

Hosted by the Carolinas Chapter FCA.
For info email James Baxter at info@baxtersigns.com or check Chapter web site at ncfalcon.org.

Are you hosting a Falcon event this year?
Send a notice to the Editor at the address on page 5 to get the word out to FCA Members.

My 1963½ Falcon Story



In 2006

I retired from a career in the computer industry. I didn't want to travel or sit on the porch so I needed something to do. I needed a hobby. I'm pretty handy, so I thought I would get an old car and bring it back to life. I thought about the 1963 Ford Falcon convertible six cylinder four speed, I had when I was in the Air Force back in 1963.

I thought this was the ideal car to find and restore. So my search began. I knew about eBay and Craigslist but I had never used them. I thought this would be a good place to start. I got on the computer and searched eBay for the Falcons. I found a few



“I needed a hobby.”



rough sedans and a few "overpriced" hardtops and convertibles. None interested me. I kept looking elsewhere and always came back to eBay. After several months of searching, a 1963½ 260 V8, two speed automatic Falcon convertible came up for auction on eBay. It was the same color, Glacier Blue with a white top as my first Falcon.

I had to bid on it. It wasn't the exact model but it was close enough. Boy, I was excited to find the car I was looking for, and at such a reasonable starting price. I contacted the seller and asked about quality and worthiness, and whether I could drive it home. I was assured that it was a quality car and that folks had been driving it prior to the auction. All the pictures on eBay looked good. So I waited until the last day of the auction to see where the bidding was at. There were two other bidders and they had the price up a couple thousand dollars, but the price was still reasonable. I placed my first bid. They countered and I countered. One stopped bidding and I continued to bid against the other bidder. After several hours of excitement and nail biting I won the bid. I was really excited that I won the bid until I told my wife what I did and paid. Needless to say it was much more than I

wanted to pay and she reminded me of that fact. Oh well, she got over it.

The next step in the process began. The car was in Malden, Missouri. The owner wanted half down within two or three days. I went to the bank and got half the money and put the cashier's check in a USPS overnight envelope. That step was done. Then it dawned on me that I didn't have a trailer big enough to use to bring it home. I scrambled around and got a friend to loan me his trailer for the trip to Missouri. I recruited my brother-in-law to go with me for company. We got to Malden in one day and saw the car for the first time. I wasn't excited anymore. It was at a used car dealer stuck away in an old shed. I asked them to get it out so I could look at it. After several attempts they got it started and pulled it out. In general it looked pretty good but the eBay pictures made it look a lot better.

Oh well, it was good enough, after all, I was going to restore it. The problems began when I tried to pull it up on

—Continued on page 20

A PAIR OF DIAMONDS...



—Continued from page 3

Numerous body panels on the car back up the 1959 time frame as indicated by the number "9" stamped as an identifier. Another fascinating identifier appears on what looks to be the original radiator upper tank. The number "59" followed by "08" leads one to speculate an August 1959 fabrication date. Two other standout historical features to this car are the original Holley model 1904 carburetor, equipped with a glass bowl—more common on 1950s Fords than on Falcons—and the driver's door side mirror unique styling. Color code is W, for 1960 promotional color name Adriatic Green. Trim code of 23 calls out green vinyl and body cloth, so it appears that while the interior door and side panels are original, the seats have been re-covered. Merl's plan for the car is to leave it alone as the historical time capsule that it deserves to be. His showing of the car in Louisville earned him two awards...Best in Class Diamond in the Rough and Oldest Falcon. Congratulations!

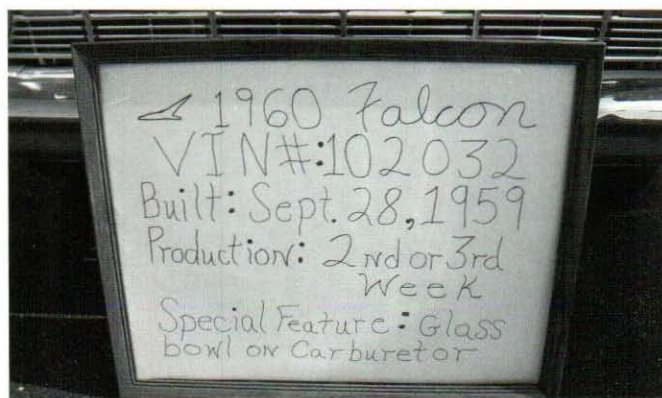
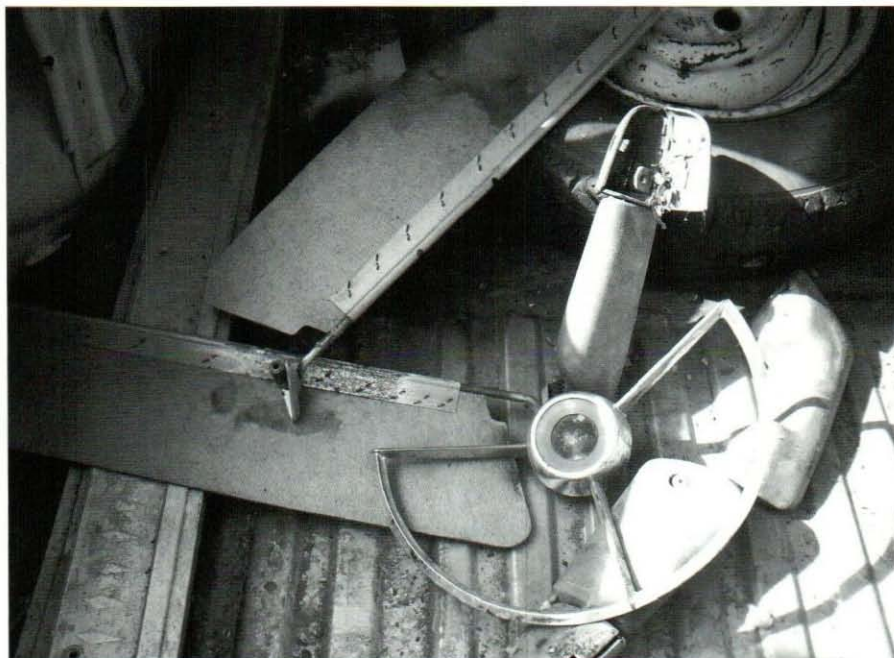
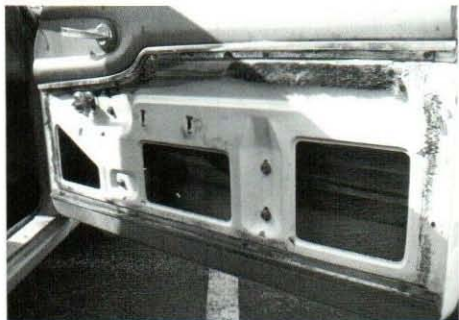
Merl's interest in finding the oldest possible Falcon continues. As of this writing, he is seeking a 1960 Falcon with serial number starting with "0F", indicating assembly in Detroit. This identifier is not specified in the 1960-62 Falcon Shop Manual, leading me to speculate that Merl is aware of a pre-production pilot run series of Falcons out there, likely assembled months earlier in 1959.

Thanks for the interview Merl, and keep us posted on what you find for Detroit built Falcons.

—Scot Thayer (FCA #5509)
Hugo, Minnesota



Merl Hayn and his 1960 Falcon



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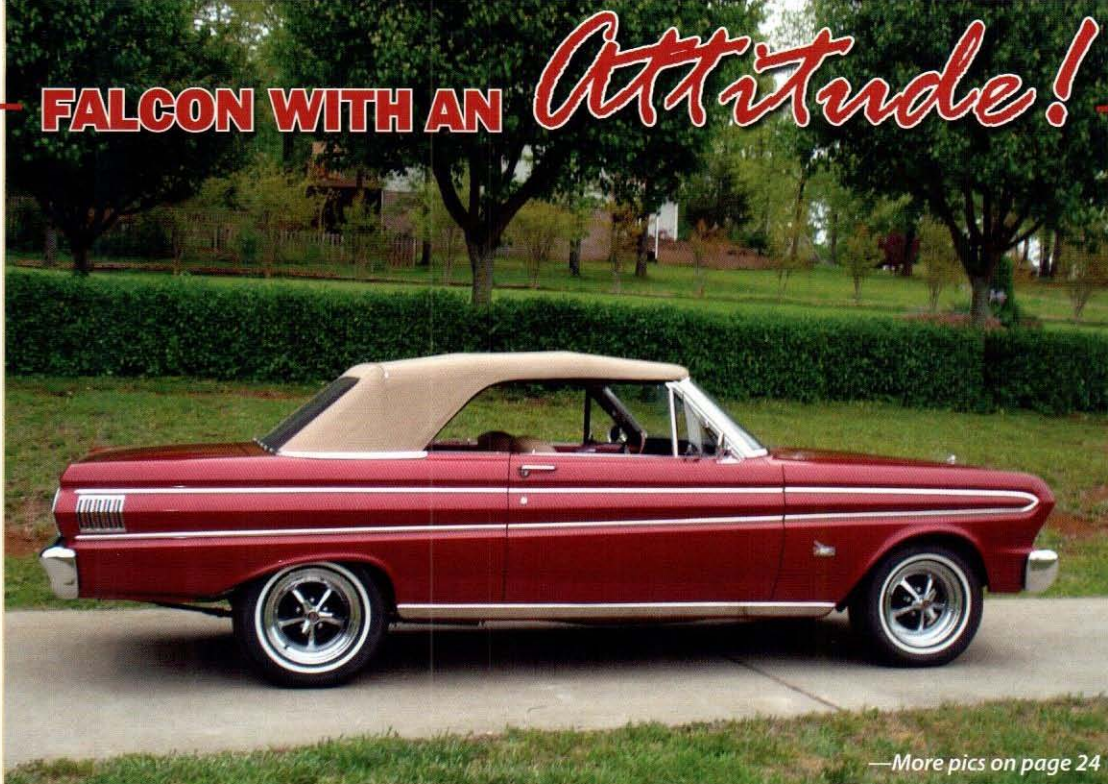


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FALCON WITH AN

Attitude!



—More pics on page 24



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Wayne Rollins 1964 Falcon Futura Convertible

Attitude!

—Continued from page 9

ability for headers that fit in a Falcon. I finally purchased a set of Headman headers and modified the front three tubes on the driver's side to clear the sparkplugs.

Next I purchased two parts cars; a 1991 V8 Thunderbird which yielded the AOD transmission. I rebuilt and installed a B&M control valve shift kit, gas pedal and cable, throttle body and seven blade cooling fan. The second parts car was a 1977 V8 Granada which yielded the front spindles and disc brakes. Other parts consist of an '89 Mustang EFI computer, RJM technologies wiring harness, new Ford distributor, Ford Motorsport upper intake, 1967 Mustang master cylinder and 1965 Falcon power steering control valve with ram.

I had to re-engineer the Explorer AC compressor and power steering pump mount to clear the driver side shock tower as the front accessories sit much

closer to the engine block in 1999. This required the AC compressor be on top and the power steering pump on the bottom. The rear end is a Ford eight inch with new 355 gears.

This makes a great combination with an AOD transmission. The dash sports a 1966 Mustang five gauge instrument cluster, AM/FM cassette radio with antenna mounted under the right fender. I handmade a mahogany dash trim to match the three spoke mahogany Grant steering wheel. The steering column is from a four speed car, so there is no shift lever. I removed the factory heater and its control panel and installed a small heat/air/defrost unit from Southern Air & Street Rods of Greer, South Carolina. Of course this required filling the heater control hole on the dash. The AOD floor shift is from Lokar which really works great. I swapped the 1964 Falcon brake pedal for a '65 which has the brake light

switch on it and it's virtually fail proof compared to the old pressure switch on the '64 master cylinder.

Other modifications include Honda Civic front bucket seats with seatbelts, after market drop-in console and new 1965 Falcon tan interior panels. The outside sports a 1965 Falcon grille, 1965 backup taillights, twin mirrors, rocker moldings and Magnum 500 wheels with narrow whitewall radial tires. Missing from the trunk is the spare tire and its floor mount and bumper jack. I carry a small scissors jack under the rear seat plus an emergency kit with a can of Fix-a-Flat in the trunk. The body and interior metal is painted Fire Effect Red.

The top is saddle tan cloth, which matches the interior, trimmed in black. This car was built to be a fun machine. It is no longer a timid little bird but a Falcon with an attitude.

—Wayne Rollins (FCA #12490)
Ford Falcon and Skyliner Enthusiast
Greenback, Tennessee

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Classified Advertising

—Continued from page 11

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289 Hi Po San Jose built four speed radiator, Top tank is stamped:

C4ZE W-MO
G2 2-65.

3939-S fuel pump, I am looking for February 1965 date code. My car was built on March 24, 1965 at the San Jose, CA plant. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO.

1964, 1965 automatic floor shifter for a Falcon or Ranchero. A non-column shift steering column for a 1964 or 1965 Falcon or Ranchero. Please contact Paul at 617-549-9973 or paul@bostonsoundworks.com. MA.

Squire side molding attachment screws and stainless caps. Bob, 803-642-3411, 9:00 AM-7:00 PM EST. SC.

Looking for 1961 Falcon stainless steel body moldings, fenders: all cars, doors: four, quarters: four door wagon, rear. Pete, 2k@lycos. CA.

NOS: 1960 grille, \$195, 1960 headlight doors, \$95 pair, 1961 grille, \$295, 1961 headlight doors, \$195 pair, 1962 grille, \$995, 1962 headlight doors, \$195 pair, 1960 deluxe wheelcovers, 13" \$195 set of four, 1962-3 Deluxe-Squire wheelcovers, 13", \$195 set of four. Also good used 1962-3 Deluxe Squire caps, \$40-100 per set based on condition. New hardtop bucket seat upholstery, tan or black front and rear seats; \$300 per set. Nice used polished 1963 grille: \$595. Re-chromed interior windshield trim for hardtops and convertibles: 3 piece set, \$300-450 exchange. Station Wagon tailgate cranks, with serviced locks and new keys for 1960-70: \$150-250 1964-1965 Futura door badges, repainted plus good chrome, \$20 a

pair. 13" wire spinner hubcaps, all grades: NOS, restored, good used, and driver quality. 14" wires spinners buffed, one set left. All prices are plus shipping. We have a 30+ year collection of Falcon and Comet parts, please call/email with your needs. Call or email Lenny Kellogg, Kellogg's Garage, lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggs-garage.com. CO.

MISCELLANEOUS WANTED

My name is Marc Veenhuis. I'm from Holland and I love cars as long as I can remember. I had six strokes (cerebral infarctions, CVA or other medical terms are used for this) so I am in a wheelchair most of the time. Between my physical treatments, I try to collect car emblems; this is not only a hobby but a kind of therapy too because it keeps my memory active when I try to remember car names and the cars they belong to. Maybe you have got some spare or slightly damaged car badges lying around. Just plastic or metal badges you cannot use anymore, I really would love to receive them for my collection, I will appreciate that very much. With kind regards and respect, I hope to hear from you soon. Marc Veenhuis, Boomgaard 10, 7021 KZ Velswijk - Zelhem, The Netherlands. Email Carnut8@hetnet.nl or carnut@kpnmail.nl.

INFORMATION WANTED

I am trying to determine if your club has an opinion on the availability of the 289-4V in the 1966 Falcon, perhaps late in the year. None of the sale literature mentions the option, but the Ford master parts catalogs indicate it was offered. Perhaps someone in your club might be able to shed some light on the subject, or check car data (if collected) for an A-code 1966 Falcon. Bob Mannel, bobmannel@charter.net. OH.

Can anyone tell me who refinished or sells the side moldings for my 1964 Falcon? Also, how about a good place to buy excellent quality front and rear bumpers for my 1964 Falcon at a reasonable price? Thank you! Call Ed, 215-493-6749 anytime. PA.

I am a new member of the club. I have a 1969 Futura Sports Coupe. I need rear wheel well opening moldings. The wheel well moldings do not come all the way down to the bottom of the car, but come to rest on the rocker panel. Could regular wheel well moldings get cut down to fit? Justin Welling posted a interchangeability document stating that 1966-70 wheel well trim does/will interchange, but do tend to have different looks to them, so he suggests getting a whole set or don't bother. I have tried several Falcon part companies without success. Does anyone in your membership have or know where I could get a set of wheel well trims for the years mentioned but preferably 1969 or 1970. Thank you. Nicole Lavoie, Montreal, Québec. 514-644-2398 or nlavoie@petro-canada.ca

MISCELLANEOUS FOR SALE



This red 1965 Falcon Sprint artwork is now available in a 12" x 24" limited edition art print, from original art by automotive designer/artist, and Falcon Club member, Jim Gerdon. The print is \$40, with free shipping (US and Canada), and each is personally signed and numbered by Jim. This is one of many prints available on Jim's website DesignFactoryArt.com. The print can be ordered online, or by mail from Design Factory, P.O. Box 14037, Lenexa, KS 66285-4037.

The Australian Bonnet Ornament



A few years ago, I was walking by our hotel in Sydney, Australia and noticed a nice looking Falcon parked on the street. Upon further inspection, I noticed that the Falcon had an unusual bonnet, or hood ornament. I thought it was a very attractive accessory.

The next year when I went back to Australia, I asked about the unusual bird decoration with other Falcon owners. I was informed that I could purchase a used one, but the cost was high. They also told me that these Falcon ornaments were very rare and hard to find.

In 1999 while inquiring again about the bonnet accessory, a friend informed me that his neighbor worked for Ford Motor Company. The neighbor put in a request to all the Ford agencies in Australia. The neighbor managed to locate two NOS Falcon hood ornaments. So, I bought one; however, it was not cheap. I thought it would look good on my 1963 Sprint. That, I would soon find, was not to be so. This Falcon accessory would only fit Falcon cars without our American boomerang.

I thought the members might be interested in reading and knowing about this "Down Under" accessory.

—Ron Steinke
Kamas, Utah

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My 1963 Falcon Story

—Continued from page 13

the trailer. The suspension was so loose I could hardly steer it onto the ramps. The engine spit and stuttered, and then the hanging muffler caught on the deck of the trailer and was ripped off. I was really upset that this "used car dealer" told me that I could drive it home. Yeah, I could drive it home if home was next door. Anyway, I went to pay him the second half of the money and he informed me that he never received the first half. I checked the Post Office and called the bank and jumped through many hoops to get this guy his full payment and get on the road. Two days later we hit the road for home. Eight months later, he called me and asked me what I wanted him to do with the check that just arrived. And one wonders why the Post Office is having trouble.

I got the Falcon home and parked it in my garage. It sat there for a year. Everything I saw looked like it needed replacing. I never drove the car. After a year, I decided to sell the car and not undertake the restoration. So I listed the car back on eBay. I listed it as a project car and come clean on what I knew. The bidding didn't get to what I thought it was worth and I wound up not selling it. The next day I started the restoration.

I took copious pictures and documented as much as I could. I dismantled the car and bagged and tagged everything. I took more pictures and removed the complete drive train. Once dismantled, I scheduled it for sandblasting. After the sandblasting I could really see what I was up against. Behind

numerous rust outs there were old beer cans used for Bondo backing and other curious finds. The car even came complete with two large bullet holes in the transmission hump. Thank goodness the majority of it was intact and I didn't have to repair structural items.

While dismantling it I came across numerous "Jerry Rigg'd" items such as home made brackets, wiring mismatches, and model/year differences. All in all, I was facing a large task.

I had no body and paint experience, so I had the body repair and paint done by a local body shop. I had the engine and transmission rebuilt by professionals and I had 54 pieces of chrome re-chromed. I repaired or replaced every mechanical item. Every nut, bolt, screw washer, grommet and hole plug was cleaned, tapped, painted and or replaced. Every piece of aluminum and stainless was buffed and polished. All

electrical was restored and or replaced. A new dark blue top was installed. All new weather stripping was installed. Every item on the car was touched and restored. After four years of anguish and going to the bank, it was finished.

I took it on its first outing to the 50th Anniversary Falcon Convention in Dearborn Michigan. I was rewarded for my work by receiving the Best of Class award. The whole process of restoring this car taught me many things about this hobby. Things like: don't trust pictures on eBay or the sellers description, and it's going to cost a lot more that you think unless you do a lot of the work yourself. Regardless of the negatives I encountered, the entire project was a lot of fun and it kept me off the streets at night.

After this Falcon was done, I needed a hobby. Then I realized I have one and I got a 1962 Ranchero to restore. Wish me luck.

—Richard Horsch (FCA #13957)
Lowell, Michigan



Richard Horsch 1963½ Falcon Convertible



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 July, Aug. at Berge Ford
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—Continued from page 17

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